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1958 Agreement:
Consideration of draft amendments to existing UN Regulations submitted by GRRF

Proposal for Supplement 3 to UN Regulation No. 89 (Speed limitation devices)

Submitted by the Working Party on Brakes and Running Gear*

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its eighty-sixth session (ECE/TRANS/WP.29/GRRF/86, para. 56). It is based on ECE/TRANS/WP.29/GRRF/2013/13 and on Annex VII to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration at their June 2018 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 123 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update UN regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

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Supplement 3 to UN Regulation No. 89 (Speed limitation devices)

Paragraph 5.2.2. amend to read:

"5.2.2. The effectiveness of the ASLF shall not be adversely affected by magnetic or electric fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10 by applying:

(a) The 03 series of amendments for vehicles without a coupling system for charging the rechargeable energy storage system (traction batteries).

(b) The 04 series of amendments for vehicles with a coupling system for charging the rechargeable energy storage system (traction batteries)."

Paragraph 5.2.5.4.2., amend to read (deletion of "or"):

"5.2.5.4.2. Whenever the vehicle speed is exceeding V_{adj} the driver must be informed by means of a suitable warning signal other than the speedometer."

Paragraph 21.2.2. amend to read:

"21.2.2. The effectiveness of the speed limitation function shall not be adversely affected by magnetic or electric fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10, by applying:

(a) The 03 series of amendments for vehicles without a coupling system for charging the rechargeable energy storage system (traction batteries).

(b) The 04 series of amendments for vehicles with a coupling system for charging the rechargeable energy storage system (traction batteries)."

Paragraph 21.2.5.4.2., amend to read (deletion of "or"):

"21.2.5.4.2. Whenever the vehicle speed exceeds V_{adj} the driver must be informed by means of a suitable warning signal other than the speedometer."

Annex 6,

Paragraph 1.5.1., amend to read:

"1.5.1. With the ASLF/D deactivated, for each gear ratio selected for the chosen test speed V_{adj}, the technical service shall:

(a) Either measure the forces required on the accelerator control;

(b) Or measure the accelerator control position;

To maintain V_{adj} and a speed (V_{adj}*) which is 20% or 20 km/h (whichever is the greater) faster than V_{adj}."

Paragraph 1.5.2., amend to read:

"1.5.2. With the ASLF/D activated and set at V_{adj}, the vehicle shall be run at a speed of 10km/h below V_{adj}. The vehicle shall then be accelerated by either increasing the force on the accelerator control or adjusting the accelerator control position over a period of 1s ± 0.2s to that required to maintain V_{adj}*. This force or position shall then be maintained for a period of at least 30 seconds after the vehicle speed has stabilised."